

Mileposts



The Mileposts section provides a summary of transportation issues affecting Caltrans and California.



Climate change reviews see hotter, smokier future

Hotter temperatures, more rainfall and an increased threat of wildfires are the biggest risks to Caltrans' highway network in far Northern California, Central Valley and adjoining Sierra Nevada, according to the latest in a series of climate change vulnerability assessments released by the Department.

District 2 is the second-largest of Caltrans' 12 regional districts. It takes in Lassen, Modoc, Plumas, Shasta, Siskiyou, Tehama and Trinity counties, and portions of Butte and Sierra counties. The terrain is heavily forested, and atmospheric warming is expected to increase both temperatures and rainfall — boosting the chances of flooding, wildfires and mudslides. A similar assessment was made for Caltrans District 6, made up of Madera, Fresno, Tulare, Kings and Kern counties. Risk assessments are being prepared for Caltrans' other regional districts.



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Caltrans routes clean air funds to local transit systems

More than 150 local projects were earlier awarded nearly \$97 million from Caltrans' Low Carbon Transit Operations Program, funded through auction proceeds from the California Air Resources Board's Cap-and-Trade Program. These projects continue California's effort to reduce greenhouse gas emissions and improve the sustainability of public transportation systems around the state. More than 130 of the projects will specifically benefit the disadvantaged and low-income communities.

The \$97 million awarded for the 2017-2018 fiscal year was almost triple the previous year's \$34 million total.

Among the 152 total projects chosen for funding, 31 will offer free or reduced fares, 51 will see new or expanded service, 22 will add zero-emission vehicles, and 15 will improve passenger amenities at transit stops.

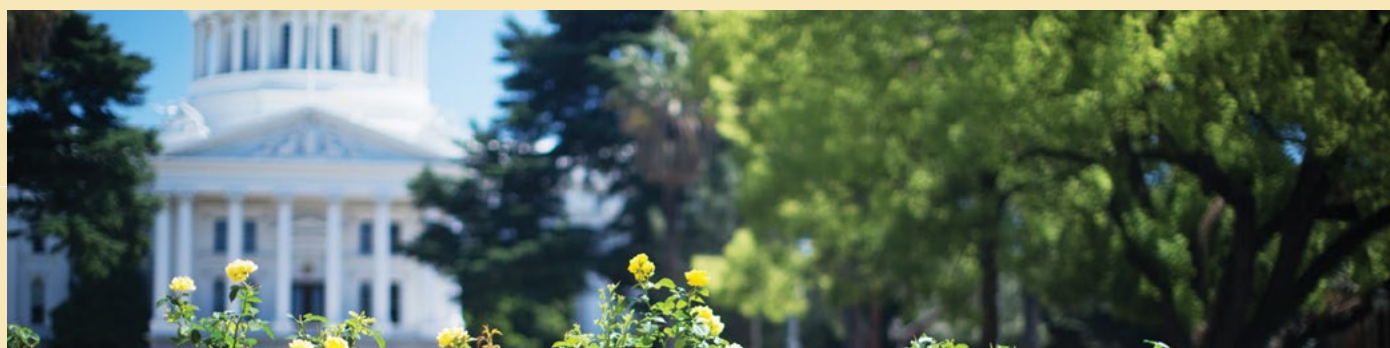
The Low Carbon Transit Operations Program was created to provide operating and capital assistance for transit agencies to reduce greenhouse gas emissions and



improve mobility, with a priority on serving disadvantaged communities. The Cap-and-Trade Program is one of many developed under [Assembly Bill 32](#) to fight climate change by reducing greenhouse gases and adopting other clean-air strategies.

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Report updates lawmakers on project financing status



A law intended to keep transportation projects developed by regional or local agencies on track appears to be working as intended. As required by Assembly Bill 872, Caltrans submitted a yearly update on the Reimbursable State Transportation Improvement Program to the state Legislature. The law allows agencies to seek reimbursement from Caltrans for certain planned projects in advance of funds allocations made by the California Transportation Commission, with the aim of

removing financing delays and moving projects ahead. For the 12-month period ending March 31, 2018, Caltrans received 33 allocation requests from agencies seeking reimbursement for \$8.4 million in project costs, and 28 were filed within the required 90-day period and resulted in executed agreements. That compared with 21 of 30 projects in the previous year. The full [report](#) can be accessed on Caltrans website.